

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-10. (Cancelled)

Claim 11. (New) An electrical power generating system for an electric vehicle which has at least one electric traction motor, and a load-bearing structure with longitudinal supports; said electrical power generating system comprising:

a first module that includes devices for preprocessing and metering of gases to be supplied to a fuel cell;

a second module that includes the fuel cell; and

an electric power distribution module, which includes distribution circuits with fuses and at least one switching element for switching the distribution circuits on and off; wherein,

the fuel cell is connected to the first module by mechanical coupling means for carrying the gases to be supplied to the fuel cell, dissipating the reaction gases from the fuel cell, and carrying at least one coolant via the fuel

cell, and by electrical coupling elements for transmitting measured values from sensors;

the first module and the second module are jointly mounted in a container that is of such a size and shape as to be insertable into a corresponding cavity on an underneath side of the vehicle, and has at least four holders which are fitted to the container side walls, for attaching to the longitudinal supports in the vehicle; and

the electric power distribution module can be attached to a side wall of the container and can be connected via coupling elements to the electrical outputs of the fuel cell and to cables to the electrical loads in the electrical vehicle.

Claim 12. (New) The arrangement as claimed in Claim 11, wherein, in an installed position, the first module, including the devices for preprocessing and metering gases to be fed into the fuel cell, is arranged at a front area of the container, relative to a direction of travel of the electric vehicle, and is screwed to the bottom of the container.

Claim 13. (New) The system of Claim 12, wherein the second module has a housing that contains individual fuel cells with electrical connections, and is connected to the container by two screws at a rear bottom area of the container

via one holder on the left and one holder on the right, alongside a front face of the container.

Claim 14. (New) The system of Claim 13, wherein the electrical power distribution module is attachable to a wall on the outside of the container which wall is adjacent to the second module and runs transversely with respect to the longitudinal supports.

Claim 15. (New) The system of Claim 14, wherein:

at least two holders are provided on each of two longitudinal faces of the container and have guide pins which can be pushed into corresponding holes in the longitudinal supports in the electrical vehicle; and

the holders can be attached to the longitudinal supports by screws.

Claim 16. (New) The system of Claim 15, wherein:

the holders have movement restriction means, which restrict the movement of the container relative to the longitudinal supports, and allow such movement only in the event of an impact beyond a specific impact strength; and

the holders have energy absorption means for controlled transmission of kinetic energy from the container to the longitudinal supports, with energy being at least partially dissipated.

Claim 17. (New) A method for installing an electric power generating system in an electric vehicle which has at least one electric traction motor, and a load-bearing structure with longitudinal supports, said method comprising:

producing a first module that includes devices for preprocessing and metering of gases to be supplied to a fuel cell, a second module that includes the fuel cell, and a third module, which contains an electrical connection for the electrical outputs of the fuel cell and electrical power distribution circuits with fuses for the connection of electrical loads and at least one switching element for switching the electrical power distribution circuits on and off;

arranging the first and second modules in an apparatus, and connecting them to each other by mechanical coupling elements that include lines for the gases to be supplied to the fuel cell and gases to be dissipated from it, and coolant routing for the fuel cell, and electrical coupling elements for signal transmission between the two modules;

mounting the connected first and second modules in a common container;

inserting the container, including the modules, into a corresponding cavity which is provided in an underneath side of the electric vehicle;

attaching the container to the longitudinal supports;

attaching the third module externally to a side wall of the container;

forming the electrical connections from the third module to the fuel cell and to loads in the electrical vehicle;

connecting the first module to a source for the combustion gas and to a channel for the air supply; and

connecting the first module by means of inputs and outputs to at least one cooling circuit in the electrical vehicle and to output line for the reaction products from the fuel cell.

Claim 18. (New) The method of Claim 17, wherein the first module is mounted in the container by means of two screws at a front of the container, relative to a forward direction of travel of the vehicle.

Claim 19. (New) The method of Claim 18, wherein the fuel cell module is mounted by means of two screws in a rear part of the container bottom, and one screw on each face of the module.

Claim 20. (New) The method of Claim 19, wherein the third module is attached to a wall of the container which is adjacent to a module with the fuel cell, and runs transversely with respect to the longitudinal supports.